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October 15, 2014

TO: COUNCIL CHAIR ERNEST Y. MARTIN
HONOLULU CITY COUNCIL

FROM: COUNCILMEMBER JOEY MANAHAN 

SUBJECT: Travel Report on Rail~Volution 2014 Conference
Travel Report on Urban Rest Stop Site Visit and Inspection Meeting

For your information, attached is a travel report summarizing my attendance at the Rail~Volution 2014 conference that took place in Minneapolis, Minnesota on September 21-24, 2014, and a site visit and inspection meeting of the Urban

If you have any questions regarding the report, you may call me at extension 85007 or email jmanahan@honolulu.gov.

Thank you for your consideration.

Travel Report

Rail~Volution 2014 Conference

Hyatt Regency Minneapolis, Minneapolis-St. Paul, Minnesota, September 21-24, 2014

Rail~Volution is an annual public transit conference that draws industry insiders – all people interested from elected officials to citizens – from across the country. Rail~Volution's mission is to “serve as a catalyst for the movement to build livable communities with transit by inspiring people in communities and regions to make better transit and land use decisions. [They] do this by partnering, equipping, and connecting people and institutions at all levels.” The conference, which concurrently was in celebration of its 20th year, was based at the Hyatt Regency Minneapolis, but 24 mobile workshops drew the attendees to sites across the metro area to showcase the local urban farming movement, transportation equity, integrating transportation into sports facilities and hospitals, and other developments in the Twin Cities.

Throughout the conference, Rail~Volution featured approximately 80 sessions featuring speakers from across the nation. Among those on the roster were U.S. Secretary of Transportation Anthony Foxx, Acting Director for the Federal Transit Administration Therese McMillan, and experts from progressive transit cities such as Denver, Dallas, Salt Lake City, San Francisco, and Boulder.

Mobile Workshops, Workshops, and Plenary Sessions:

The Mobile Workshops (MW) of Rail-Volution are highly recommended. They provide greater insight into the actual experience of riding mass-transit and experience transit Oriented Development first-hand. While taking the different modes of transportation several guides explain the actual work that has gone into planning for a particular line, connectivity, and the development of various stops as well as the coordination required along a particular corridor.

The MW I attended, MW3 entitled Focusing Equity Lens on the METRO Green Line, explained how to overcome challenges and turn them into opportunities by the various communities along the route. This particular MW focused on getting “buy-in” from senior citizens, immigrant communities, as well as communities who live in low-income or mixed-used housing. By organizing and identifying their needs, these different groups were not only able to be engaged in TOD but have say into where the actual stations were to be built. This information was most useful especially for Honolulu in terms of how we should be developing TOD along the urban core.

The Workshops and Plenary Sessions of Rail-Volution were held every day of the conference and provided great insight from many different perspectives of mass-transit from many different points of view including the Federal, State, and Municipal levels. Speakers from various levels of government and various cities and States spoke on their fields of expertise and oftentimes drew from their own experiences in either advocating, planning, designing, and constructing mass transit projects all over the country. The plenary Sessions were also useful for networking and are highly recommended.

Conclusion:

This was the first time I attended a Rail-Volution, and I will certainly be attending future Rail-Volutions. I would recommend that all members of the Honolulu City Council attend at least one in order to gain perspective and insight into Mass Transit and Transit Oriented Development. These are very important issues that come before every member. Rail-Volution certainly provides perspective, knowledge, and greater insight, so we can put forth better policies for the City and County of Honolulu.

Travel Report

Urban Rest Stop

Urban Rest Stop, 1924 Ninth Avenue, Seattle, WA – September 25-27, 2014

Many of Seattle's homeless individuals don't have access to hygiene or restroom facilities. During hours of operation, libraries, parks, and porta-potties would be the best source for those who live on the street or in their car. There are many individuals, that despite their living situation, who are trying to keep their jobs, too. With a rising number of homeless, the availability of a particular site where people can get cleaned up is not only beneficial to the individuals, but to the surrounding businesses as well.

Seattle's Urban Rest Stop (URS) is a program of the Low Income Housing Institute that provides a clean, safe, and welcoming facility where individuals and families can come and use restrooms, shower and laundry facilities. All services are provided at no cost to patrons. The Urban Rest Stop strives to make a difference in the community and the staff hopes to help those in need for a chance at a clean start each day.

In 2007, the Low Income Housing Institute (LIHI) completed an expansion of the Urban Rest Stop. LIHI added a women's restroom, an expanded waiting room, a Health Room, and additional laundry capacity. The increased capacity allows the URS to provide about 200 showers, 100 loads of laundry, and 600-restroom uses a day. The URS has 5 private shower rooms, 9 washer and 14 dryer units, and large men's and women's restrooms. Patrons receive free toiletries, such as toothbrushes, toothpaste, disposable razors, shaving cream, shampoo and soap. Patrons are provided with overalls while they wash their clothes.

On Thursday, September 25, I was able to conduct an ocular inspection of the surrounding areas of the Urban Rest Stop. Pictures are provided of the outside layout of the Urban Rest Stop at the end of this report. Then, I met with Ronnie Gilboa who founded the concept of the URS on Friday, September 26. During this time, the Urban Rest Stop was closed for our meeting and I was able to take photos of the inside of the URS and its facilities, which you may see in the photos below. The URS closes down once a week for a few hours for any routine maintenance that may be needed as well as any meetings that may need to occur. On Saturday, September 27, I passed by to inspect the URS while it was fully operational, to see how the patrons interacted with the staff, how appointments were made and how they used the facilities. There was no shortage of patrons using the facility who were there on their own accord. Out of respect for the people who partake in the URS's facilities for hygienic matters, I did not take photos, so photos are not provided for this day.

The URS is meant to treat homeless individuals with compassion and respect while teaching them to be self-sufficient. Patrons schedule their appointments and are responsible for keeping them. This practice teaches them self-sufficiency and respect for others. Patrons are allotted 15 minutes to shower and use the showers, which are cleaned

out after every use prior to the next patron coming in to use a shower room. Each shower room can accommodate one person/family. A family is defined as one parent and their child. Two adults may not enter a shower room at one time, and the showers are also ADA compliant for people with disabilities. This ensures the health and safety of the patrons as well as their children.

Patrons put their clothes in the washing machine prior to taking a shower and are responsible for moving their own clothes from the washer to the dryer. This practice ensures that each patron is responsible for their own laundry while also avoiding potential conflicts between patrons who may get upset if another person touches their things.

Staff is trained in conflict resolution to deescalate any potential conflicts between patrons or patrons with staff in order to ensure there are no fights or inappropriate behavior such as drug use within the URS.

The facility is built to commercial standards using unionized labor and paying prevailing wages at a cost of \$1500/square foot.

Personally, I think this model would work well in combination with Housing First and other services to address our own homelessness issues here in the City and County of Honolulu. The URS actually draws people to use their services, and **THERE IS NO NEED FOR OUTREACH** to URS patrons. URS has been in operation since the year 2000. From 2000-2013, the URS has treated 40,192 unduplicated individuals (2,923 or 50.09% of the total homeless population in Seattle). The City of Seattle has two Urban Rest Stops and is building a third to be completed in 2015.

By providing access to essential hygiene services, the Rest Stop improves the self-sufficiency of homeless individuals and families. The URS is open seven days a week, with extended hours specifically designed to assist homeless persons who are working or seeking employment.

Photos from the Urban Rest Stop site visit and meeting:



Thursday, September 25: Patrons waiting outside URS for their appointments.



Friday, September 26: Washing machines and dryers at the Urban Rest Stop are leased by vendors because it is more cost-effective in terms of replacement due to wear and tear.



Friday, September 26: This photo is of the Urban Rest Stop's Intake Desk and the ventilation system. The Intake Desk is where the URS patrons schedule and check-in for their appointments.

A proper ventilation system, similar to what one would see in a hospital emergency room is needed in order to ensure the health and safety of URS patrons as well as URS staff.

City Council
City and County of Honolulu

CLAIM FOR TRAVEL REIMBURSEMENT

Date: 10/16/14

Traveler: Councilmember Joey Manahan

Event: Rail-Volution 2014 + Urban Pest Stop Meeting and Site Visit

Location: Minneapolis, Minnesota + Seattle, WA

Dates: From September 21, 2014 To September 24, 2014

Description	Amount	Notes:
1. Registration Fee		
2. Airfare		
3. Hotel		
4. Meals		
5. Ground Transportation	138.55 218.45	Travel from: airport to hotel; to reception; hotel to airport.
6. Tips	21.70	
7. Other		
Other		
Other		
8. Adjustment	(129.68)	1 night hotel charged to City p-card personal
TOTAL REIMBURSEMENT	138.55 40.47	

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment:


Signature of Traveler

10/16/14

Date